

### In the Specification

Please replace the second to last and last full paragraph on page 5, as well as the paragraph that begins at the bottom of page 5 and continues on page 6 with the following:

Outer race 28 also has a plurality of teeth 40 disposed about its outer periphery. A gullet 42 is formed between adjacent teeth 40. Each tooth 40 has a leading edge 44 and a trailing edge 46. Cutting chain 60 may include a plurality of links or elements, such as cutting link 66 and drive link 62. ~~has a d~~Drive link 62 may haveing a tang 64 which is adapted to engage the portion of the outer race 28 formed by the leading edge 44 of a tooth 40, the gullet 42 and the trailing edge 46 of an adjacent tooth 40. Tooth 40 also has a lower portion 50 and a relieved upper portion 48. By providing a relief at the upper portion 48 of tooth 40, tang 64 is urged to engage the lower portion 50 of tooth 40. Such engagement helps ensure that the radial forces applied by drive link 62 and tang 64 caused during operation will be distributed to the lower portion 50 of outer race 28. This may result in an increased resistance to the splitting tendency of the outer race 28 caused by the prying forces applied to the teeth 40 as the cutting chain 60 traverses the nose end 22 of guide bar 10. Accordingly, this strengthening may prolong the life of the nose sprocket

Strengthening outer race 28 not only can prolong the life of the nose sprocket 24, but may also enable web width 52 (width of material required between the inner bore 36 and the bottom of gullet 42) to be decreased without sacrificing operational strength. By decreasing the web width 52, the diameter of the inner race 32 can be correspondingly increased, thereby subsequently enabling positioning the rivets closer to the outer periphery of the nose end 22 of guide bar 10. This may increase the nose end 22's resistance of nose end 22 to side wall separation caused by the sideward

deflection encountered by the cutting chain during cutting operations, without sacrificing operational life of the outer race 28.

FIG. 2 is an enlarged cross sectional view of the nose sprocket 24 shown in FIG.

1. Teeth 40 are shaped such that the upper portion 48 is slightly relieved when compared to the lower portion 50, both on the leading edge 44 and trailing edge 46. The relieved upper portion 48 of leading edge 44 and trailing edge 46 encourages the contact of tang 64 with the lower portion 50 of leading edge 44 and trailing edge 46 during operation. Tang 64 may also contact gullet 42, which also increases the strength of outer race 26. By urging contact of the tang 64 to the lower portions 50 and gullet 42, the operational forces will be directed to the stronger area of the outer race 28, which in turn may increase the ~~outer race 28's resistance~~ of outer race 28 to splitting due to the prying forces typically caused by the drive tang 64 contact with the upper portions 48 of the leading edge 44 and trailing edge 46.

Please replace the first full paragraph on page 8 with the following:

FIG. 7 is an enlarged cross sectional view of an outer race in accordance with a fifth embodiment of the present invention. Outer race 228 includes an inner bore 236 and a plurality of teeth 240 disposed about the periphery. Each tooth 240 has an abbreviated leading edge 244 and an abbreviated trailing edge 246. Abbreviated leading edge 244 of one tooth and the abbreviated trailing edge 246 of an adjacent tooth form gullet 242. Abbreviated edges 244 and 246 have a substantially uniform pitch from an area close to the tooth tip 234, to the gullet termination point 258. Gullet 242 then has radius of curvature 256. Because leading and trailing edges 244, 246 are abbreviated, the radius of curvature 256 is larger than a conventional radius of curvature 259 that would be caused if the pitch of the leading and trailing edges continued in a substantially flat manner until the transition into the gullet (shown by broken lines and being substantially v-shaped). Though still somewhat v-shaped, the abbreviated leading and trailing edges

244, 246 result in a gullet having a more flat bottom that is more bowl-shaped, thereby having an increased diameter at the bottom of the gullet [[v]].